SCOPE OF WORK

- 1. Remove existing welded angles. Refer to Repair I Detail on sheet 5 of 10.
- 2. Fill holes with high strength bolts. Refer to Repair 2 Table on sheet 5 of 10.
- 3. Replace Missing guardrall balts. Refer to Repair 3 Table on sheet 5 of 10.
- 4. Grind existing nicks, gauges, and shallow cracks on the bridge. Refer to Repair 4 Table on sheet 5 of 10.
- 5. Install new batten and stay plates. Refer to Repair 5 Detail on sheet 5 of 10.
- 6. Repair gusset plates at designated locations. Refer to Repair 6 Details on sheets 6 & 7 of 10.
- 7. Straighten impacted members at designated locations. Refer to Repair 7 Details on sheet 8 of 10.
- 8. Strengthen floorbeams at designated locations. Refer to Repair 8 Details on sheet 9 of 10,
- 9. Install Repair Plate. Refer to Repair 9 Details on sheet 9 of 10.
- 10. Repair gusset plate at designated location. Refer to Repair 10 Details on sheet 10 of 10.
- II. Replace built-up diagonal member. Refer to Repair II Details on sheet 10 of 10.
- 12. Existing steel bolts and members in contact with or immediately adjacent to the above noted work areas shall be surface prepared and painted.
- 13. All new structural members and bolts shall be painted.

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Grind existing nicks, gouges and shallow cracks in the damaged beams as detailed. Grinding shall be done parallel to the longitudinal axis of the member. Ground surfaces shall be inspected for cracks using dye penetrant or magnetic particle testing prior to initiating any beam straightening operations. Any cracks that cannot be removed by grinding approximately 'a'' deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. Ground surfaces shall be spot cleaned and painted with an aluminum epoxy mastic primer followed by a finish coat to match the color of the existing beam, Cost of grinding, testing and spot painting included with Structural Steel Repair.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Structural Steel Repair.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

All structural steel shall be shop painted with the inorganic zinc rich primer

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

per AASHTO M300, Type 1. Cost included with Structural Steel Repair.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Bolt Replacement	Each	51
Structural Steel Repair	Pound	2665
Straighten Bent Members	Each	12
Temporary Shoring & Cribbing	Each	2

ESIGNED	-	MKC	EXAMINED	I most A A O Cot	DATE ~	JULY 26, 2012
HECKED	-	VP		ACTING ENGINEER OF STRUCTURAL SERVICES	57.1.2	2001 401 2012
RAWN	-	Kyle M. Steffen	PASSED	d. Carl France	REVISED	
HECKED	-	MKC VP		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	· · · · · · · · · · · · · · · · · · ·